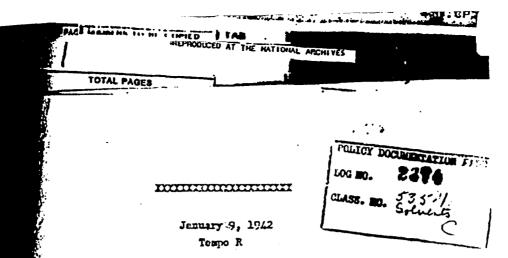
## **POOR LEGIBILITY** ONE OR MORE PAGES IN THIS DOCUMENT ARE DIFFICULT TO READ DUE TO THE QUALITY OF THE ORIGINAL



Bureau of Industrial Conservation

F. H. Chamberlain, Chief, Chlorine Unit, Chemical Section

BEJICTs Conservation of chlorinated solvents.

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Power Doubtless you are aware of the fact that chlorine at the present secent is a very tight natural with every indication of becoming tighter as new demands for the Victory Program are received. At the present moment, there are less than 75,000 tons of chlorine available for civilian use during the year 1942 without considering the above mentioned Victory desands.

Chlorine, as such, is not used extensively but is necessary for the manufacture of a very large number of chlorinated products and the 75,000 tens mentioned above is but 12½ per cent of the 600,000 tens consumed for civilian use during the year 1939. It is easy to see, therefore, that we are considerably under the minimum civilian demands which in-pre-war days were set at a figure of 300,000 tens per year in line with the general policy of not cutting any civilian requirements in war time to less than 50 per cent of the peace time figure.

One of the biggest single demands for chlorine is for the menufacture of chlorimeted products such as trichlorethylene, carbon tetrachloride, ethylene dichloride, perchlorethylene, and methyl chloride. The greatest use for all of the above solvents is in the metal degreasing field and from the chlorine figures given above, along with the fact that only 1/3 of the airplane motor plants are in production, you can see that we will be unable to supply the demand for chlorimeted solvents for plants now under construction without oven considering the additional demands to be expected as a result of the recent speeches by the President and the Under Secretary of War.

We have just undertaken a program to substitute the use of alkali cleaners for chlorinated solvents whorever possible in order that the available chlorinated solvents may be put to the best possible uses in such places as airplane and tank motor plants, airplane part plants, and so on. This will involve no more than an educational

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